One-Year Warranty

Your new Ninja® motorcycle comes with a 12-month/unlimited-mileage limited factory warranty. Read the next paragraph to find out how you can extend your coverage inexpensively, or ask your dealer for details about the factory warranty and available extended coverage.

Up to Three Years Additional Coverage*

Let Kawasaki protect your new machine for years to come* with the exclusive Good Times™ Protection Plan. This plan repairs or replaces most components free of charge if found defective in material or workmanship. Everything about the plan is easy: There's no deductible. It's honored at every authorized Kawasaki motorcycle dealer nationwide. It's transferable to another owner with no fee. Just ask your dealer how you can buy extended coverage of 12, 24, 36 or 48 months. Imagine, for just pennies a day, you can ride with no worry and no hassle. Just tell your dealer you want the Good Times Protection Plan.

*Depending on the program purchased.

Ride Now with Zero Down**

We offer up to 100% instant financing on most Kawasaki products with the Good Times™ Credit Plan† or Good Times™ Credit Card. Qualified buyers can ride away on a brand-new Kawasaki with no down payment. In most cases, the computerized credit approval takes just minutes. You can even add insurance, accessories and the Good Times Protection Plan to your contract. Ask your participating dealer for details.

**Qualified buyers.

†Good Times Credit Plan not available in Canada.

Safe Riding's More Fun

Ride responsibly. Kawasaki believes safety begins with us and continues with you. Always wear a helmet, eye protection and proper apparel. Passengers, too. Ride defensively. Obey the Basic Speed Law. Never ride under the influence of drugs or alcohol. Riding is more fun on a well-maintained motorcycle...follow the instructions in your owner's manual. Remember, riding safe is smart.

For more information visit our Web site at: **kawasaki.com**
For the nearest Kawasaki dealer, call: **1-800-661-RIDE**
To purchase accessories, see your dealer or visit our Web site.

Specifications subject to change without notice. Availability may be limited. Always wear a helmet and appropriate apparel. Call 1-800-446-9227 for the Motorcycle Safety Foundation beginner or expert course near you. You won't even need a motorcycle—your course sponsor will provide one courtesy of your local dealer.

Action Photography: Professional riders on a closed course.

Kawasaki

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2008 NINJA®
SUPERSPORT

Kawasaki
Let the good times roll.™

Professional rider on a closed course.

NINJA ZX-10R

When the engineers set out to design the all-new 2008 Ninja® ZX™-10R, they decided a completely fresh approach was needed: Build a Superbike race machine first—then re-engineer it into a street legal bike. The team set out by enlisting past and present world-class factory riders then added the formidable engineering talents from the powerhouse Kawasaki MotoGP team. The result? The next-generation ZX-10R—a bike built on the track to dominate the street. Besides delivering astonishing acceleration, laser-precise handling and eyeball-popping braking forces, the new ZX-10R advances the bike/rider interface to previously unimaginable levels. Simply put, this new Ninja provides racebike feedback that helps you analyze the road or track surface and instantly respond. So critical is this connection in racing, we even maximized the contact area between rider and machine to improve it—even at extreme lean angles. Add Kawasaki's first production electronic ignition management system for rear wheel spin and radical MotoGP design influences, and you can see why we have our sights set on the AMA Superbike title.

LIME GREEN • CANDY PLASMA BLUE • METALLIC DIABLO BLACK

1 The all-new aerodynamic fairing features a central Ram Air intake between the twin projector beam headlights. The design reduces turbulence around the rider's helmet.

- Rerouting the intake path for the Ram Air through the frame for a straighter shot improves intake efficiency. Other updates include a larger airbox, oval-shaped velocity stacks and a higher-flowing air filter.
- The very compact, narrow and lightweight engine design incorporates a one-piece upper crankcase and cylinder casting that offers exceptional rigidity and less weight.

2 Second-generation instrumentation with anti-glare glass features an easy-to-read, centrally located tachometer and speedometer. A race-ready, twin-tube factory Öhlins steering damper is fitted standard.

- A high-efficiency, liquid-cooled aluminum oil cooler dissipates heat quickly to help keep the power from fading away.
- The 4-valve per cylinder head features smaller, reshaped exhaust valves and polished ports that help boost peak performance. Higher-lift camshafts help increase top-end power.

3 New larger yet thinner 310mm petal-shaped front brake rotors are gripped by new strong 4-piston radial-mount calipers with new dual pads replacing the four individual pads for improved initial bite and better progressive feel.

- The radial-pump direct actuation master cylinder provides exceptional braking feel and power at the adjustable front brake lever.
- Revisions to the overall stiffness and balance of the twin-spar aluminum frame result in a more responsive Ninja ZX-10R that's ready for track-day exhilaration.

1

2

3

CHECK OUT NEW PRODUCT AT
KAWASAKI.COM

Ninja®

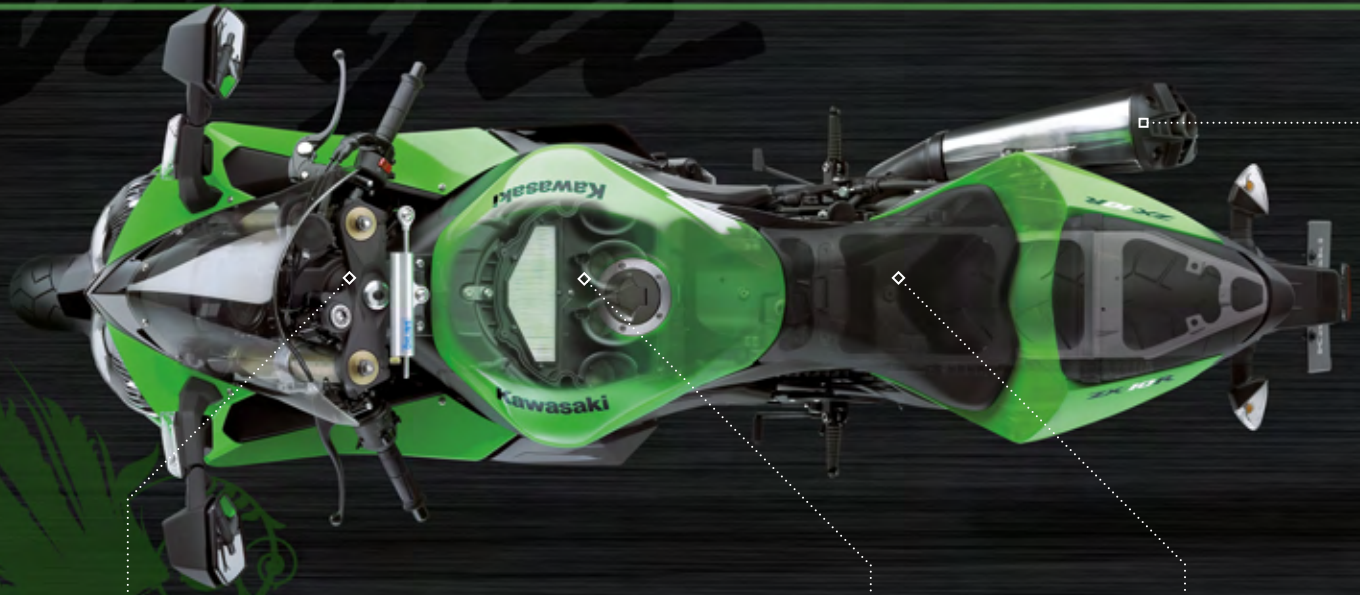
MOTOGP INSPIRED

Professional rider on a closed course.

NINJA ZX-10R: TECHNICALLY BRILLIANT

The 2008 ZX™-10R has the most advanced arsenal of performance technology in Ninja® history. Special new oval throttle bodies with sub-throttles, plus primary and new secondary fuel injectors maximize high-rpm output, while a sophisticated ignition management system mitigates sudden rear wheel spin. An aluminum backbone twin-spar frame optimizes the balance between flex and stiffness that contributes to superb balance, stability and rider feedback. A revised Ram Air system channels air cleanly around both sides of the steering head while an exhaust pre-chamber under the engine—along with a single titanium silencer—helps lower the center of gravity and centralize mass.

Up front is a race-ready 43mm inverted fork with factory-type Diamond-Like Carbon (DLC) coated inner tubes, while the UNI-TRAK® rear suspension features both low- and high-speed adjustable compression damping, adjustable rebound and threaded spring preload. Equally advanced is the bodywork, with a stepped cowl and a short tail for cheating the wind, and compact fairing sides to resist side winds. The result? Technically and aesthetically, the new Ninja ZX-10R is a razor-sharp liter-class leader.



4

- **The all-new titanium exhaust system incorporates a low-slung pre-chamber for a compact design that reduces noise and emissions yet helps the engine deliver higher peak performance for the street rider.**
- The rear sub-frame supports the very lightweight rear tail section with a bright LED tail light. The rear turn signals are quickly removeable for track days.
- With a small depression designed into the top of the fuel tank, the rider can tuck in tighter to the machine. Fuel tank capacity remains the same thanks to a new, more compact fuel pump.

1

1 A race-ready, twin-tube factory Öhlins steering damper is fitted standard. The fully adjustable, 43mm inverted cartridge fork features a low-friction Diamond-Like Carbon (DLC) coating with new bottom-mount springs that remain immersed in the oil.

- Helping riders get the most power to the ground is an all-new ignition system that assists with torque management. By monitoring throttle opening, gear position, speed and rate of rpm change, the system retards ignition timing to reduce torque when sudden unwanted wheel spin occurs. This system doesn't interfere with normal operation and still allows the engine to rev freely under typical riding conditions.

2 The ultra-compact 998cc 4-cylinder DOHC engine features new oval-shaped throttle bodies, secondary fuel injectors and revised intake port shape. Other updates include a larger airbox, oval-shaped velocity stacks and a higher-flowing air filter.

2

3 The Bottom-Link UNI-TRAK® rear shock now features both high- and low-speed compression adjustability as well as adjustable rebound damping and threaded spring preload. New linkage ratios and mounting position help improve rear wheel traction.

- The all-aluminum, lightweight, twin-spar gull-type swingarm is constructed of cast, pressed and extruded alloy. The longer swingarm helps rear wheel traction, especially when exiting corners.
- New lower ratios for 1st, 4th and 5th gears in the close-ratio 6-speed transmission better suit the engine's new power. The back-torque-limiting clutch automatically disengages the clutch under hard braking and deceleration to prevent rear wheel hop during corner entry.

3

Ninja®

SUPERSPORT CHAMPION

2007 AMA SUPERSPORT Roger Hayden

Professional rider on a closed course.

NINJA ZX-6R

In 2007, the Ninja® ZX™-6R achieved the most difficult challenge in American road racing by winning the AMA Daytona 200. Then Roger Hayden capped off the year by winning the AMA Supersport Championship closely followed by teammate Jamie Hacking in second place. Now, the 2008 Ninja ZX-6R continues Kawasaki's fiery dominance with its championship-winning blend of midrange thrust and high-rpm horsepower from its ultra-compact 599cc DOHC In-Line Four engine with Ram Air induction and digital fuel injection. Its intuitive handling comes from a lightweight twin-spar aluminum perimeter frame, tunable inverted fork and Bottom-Link UNI-TRAK® rear suspension—while the wind-tunnel-sculpted bodywork helps get the rider out of the airstream. The ZX-6R is so track focused, it even comes with a lap timer, pre-wiring for an auto-shift kit, a slipper clutch, and a quick-change cassette-type transmission. Now all it needs is you.

LIME GREEN • CANDY PLASMA BLUE • VIVID YELLOW • SPECIAL EDITION EBONY

1 Large 300mm front brakes feature lightweight, drilled, petal-shaped rotors with radial-mounted 4-piston calipers for class-leading stopping power, rigidity and brake feel. Direct-actuation master cylinder improves linear braking response and braking feel at the lever.

- The Ninja ZX-6R captured the closely fought 2007 AMA Supersport Championship with Roger Hayden closely followed by teammate Jamie Hacking in second place. And with Steve Rapp on board, it sped away with the prestigious Daytona 200. That sums up the intent of the 2008 ZX-6R—a machine designed to rule race tracks the world over.

1

2 A bright, centrally located tachometer with gear position indicator dominates the view in the cockpit. The digital speedometer and warning lamps mount to either side of the tach.

- The high-performance engine displaces 599cc and includes the race-bred short throttle bodies advantage that helps deliver improved top end and over-rev. Ultra-fine atomizing injectors improve combustion efficiency for instantaneous yet smooth power delivery.
- The close-ratio, cassette-style transmission employs a Gear Position Sensor and a back-torque-limiting clutch for smooth deceleration.

2

3 The centrally located under-seat exhaust system helps keep the center of gravity low by mounting a pre-chamber down low behind the engine.

- The smooth and narrow fairing incorporates a MotoGP-style intake duct that directs airflow into the central Ram Air system for improved intake efficiency. Recessed projector beam headlights improve aerodynamics.
- The fully adjustable 41mm inverted fork locates the main springs at the bottom of the leg where they are completely submerged in fork oil for reduced cavitation.

3

NINJA ZX-14

There are times when you just have to own the road—all the way to the horizon. Then you'll be glad you're aboard the updated Ninja® ZX™-14. With significant updates to its potent 1,352cc engine, there's more power down low, more power in the mid-range and more peak power. It all translates into stronger, real-world seat-of-the-pants acceleration and continued class domination. Did we mention more power? But the magic of the mighty ZX-14 remains its ability to handle the full range of extremes from crawling along crowded city streets to all-out gunfights at the dragstrip under controlled racing conditions. The ZX-14 is renowned for doing it all with its slender aluminum monocoque frame wrapping over—instead of around—the engine. Plus with the great ergonomics and fully adjustable suspension, the ZX-14 is equally at home prowling the mean streets, carving canyons or heading to Bike Week.

ATOMIC SILVER • METALLIC MIDNIGHT SAPPHIRE BLUE • SPECIAL EDITION METALLIC FLAT SPARK BLACK

1 **With its unmistakable four projector-beam front fairing, low-slung stance and sleek aerodynamics, the crowd will not mistake you when you arrive. A centrally located massive Ram Air intake feeds the monster engine with dense, cool, oxygen-rich air.**

- The 43mm inverted cartridge front fork offers 13-way compression and 11-way rebound adjustability with adjustable spring preload and top-out fork spring.
- The robust hydraulic clutch features a radial master cylinder that provides a precise feel at the lever for an unparalleled level of control over power delivery.

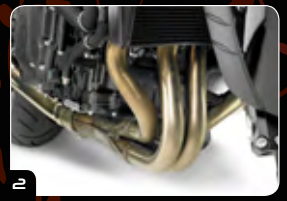
2 **Modifications to the exhaust header taper and the junction with the collector pipes help boost low-speed engine torque and throttle response.**

- Updated precise digital fuel injectors inside the 44mm Mikuni throttle bodies now disperse the fuel over a wider area. The improved atomization of the fuel sprayed into the airstream translates into stronger low-end power, a more linear midrange and a strong boost to peak performance.
- The dual front petal-style disc brakes measure a massive 310mm up front while the rear disc brake measures a huge 250mm and features an opposed twin-piston brake caliper for awesome stopping power and feel.

3 **The cockpit of the ZX-14 is all business. The large round analog tachometer and speedometer dials surround a multi-function LCD trip computer. The computer interacts with the engine ECU and displays gear position, battery voltage, clutch engagement "launch" light and fuel consumption and includes a bright programmable shift light, fuel gauge, odometer and clock.**

- The unique monocoque over-the-top aluminum frame helps keep the midsection of the ZX-14 very narrow. The frame rail wraps over the engine while the central fuel tank resides behind the engine for very efficient mass centralization.

1



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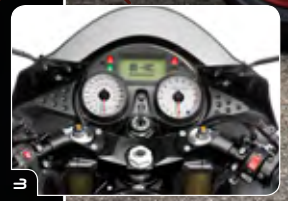

3

NINJA ZX-10R

Engine type	4-stroke, liquid-cooled In-Line Four
Displacement	998cc
Bore x stroke	76 x 55mm
Compression ratio	13.0:1
Valve system	DOHC, 16 valves
Carburetion	Digital fuel injection with four 43mm throttle bodies with oval sub-throttles
Ignition	Digital
Starting	Electric
Transmission	6-speed with Positive Neutral Finder
Frame type	Twin-spar backbone, pressed and cast aluminum
Rake/trail	24.5°/4.0 inches
Suspension, front	43mm inverted cartridge fork with DLC coating, adjustable preload, compression and rebound damping
Suspension, rear	Bottom-Link UNI-TRAK® with remote-reservoir gas-charged shock, adjustable ride height, spring preload, stepless high and low-speed compression and rebound damping
Tire, front/rear	Tubeless radial; 120/70-ZR17; 190/55-ZR17
Brakes, front	Dual 310mm discs with radial-mounted dual 4-piston calipers
Brakes, rear	Single 220mm disc with single-piston caliper
Wheelbase	N/A
Seat height	N/A
Fuel capacity	N/A
Dry weight	N/A
Colors	Lime Green, Candy Plasma Blue or Metallic Diablo Black

Lime Green

Candy Plasma Blue

Metallic Diablo Black

NINJA ZX-6R

Engine type	4-stroke, liquid-cooled In-Line Four
Displacement	599cc
Bore x stroke	67 x 42.5mm
Compression ratio	13.3:1
Valve system	DOHC, 16 valves
Carburetion	Digital fuel injection with four 38mm throttle bodies
Ignition	Digital
Starting	Electric
Transmission	6-speed with Positive Neutral Finder
Frame type	Perimeter, pressed aluminum
Rake/trail	25.0°/4.3 inches
Suspension, front	41mm inverted cartridge fork with adjustable preload, stepless compression and rebound damping
Suspension, rear	Bottom-Link UNI-TRAK® with remote-reservoir gas-charged shock, adjustable ride height, spring preload, stepless compression and rebound damping
Tire, front/rear	Tubeless radial; 120/65-ZR17; 180/55-ZR17
Brakes, front	Dual 300mm discs with radial-mounted dual 4-piston calipers
Brakes, rear	Disc with single-piston caliper
Wheelbase	55.3 inches
Seat height	32.3 inches
Fuel capacity	4.5 gallons
Dry weight	368 pounds
Colors	Lime Green, Candy Plasma Blue, Vivid Yellow or Special Edition Ebony

Lime Green

Candy Plasma Blue

Vivid Yellow

Special Edition Ebony

NINJA ZX-14

Engine type	4-stroke, liquid-cooled In-Line Four
Displacement	1,352cc
Bore x stroke	84 x 61mm
Compression ratio	12.0:1
Valve system	DOHC, 16 valves
Carburetion	Digital fuel injection with four 44mm throttle bodies
Ignition	Digital
Starting	Electric
Transmission	6-speed with Positive Neutral Finder
Frame type	Pressed and cast monocoque aluminum
Rake/trail	23°/3.7 inches
Suspension, front	43mm inverted cartridge fork, adjustable preload, 13-way compression and 11-way rebound damping
Suspension, rear	Bottom-Link UNI-TRAK® with remote-reservoir gas-charged shock, spring preload, stepless compression and rebound damping adjustment
Tire, front/rear	Tubeless radial; 120/70-ZR17; 190/50-ZR17
Brakes, front	Dual 310mm discs with radial-mounted dual 4-piston calipers
Brakes, rear	Single disc with twin-piston caliper
Wheelbase	57.5 inches
Seat height	31.5 inches
Fuel capacity	5.8 gallons
Dry weight	474 pounds
Colors	Atomic Silver, Metallic Midnight Sapphire Blue or Special Edition Metallic Flat Spark Black

Atomic Silver

Metallic Midnight Sapphire Blue

Special Edition Metallic Flat Spark Black